

Amendments to the Claims:

Claim 1 (Cancelled)

2. **(Currently amended)** A frame structure for an automobile seat, comprising: a frame to be vertically movably mounted on a vehicle floor; a lifter for adjusting a height of the frame; and a suspension unit for absorbing vibration inputted to the frame; wherein the lifter is integrally formed with the suspension unit and comprises a torsion bar to be rotatably mounted on the vehicle floor, the torsion bar having first and second ends opposite to each other; wherein said lifter further comprises a first link mechanism, a second link mechanism, and a third link mechanism through which the torsion bar is connected to the frame, and an a first operating means mechanism connected to the first link mechanism, and a second operating mechanism connected to the third link mechanism, wherein height adjustments of a front end portion of the frame are carried out via the first link mechanism and height adjustments of a rear end portion of the frame are carried out via a second link mechanism by operating the first operating means mechanism to twist the first end of the torsion bar, and wherein weight adjustments are carried out via a third link mechanism by operating the second operating mechanism to twist the second end of the torsion bar.

Claims 3 and 4 (Cancelled)

5. **(Previously presented)** The frame structure for the automobile seat according to claim 2 wherein the suspension unit comprises a magnet unit having a movable magnet and stationary magnets.

6. **(Previously presented)** The frame structure for the automobile seat according to claim 2, wherein the suspension unit comprises a magnetic fluid damper.

Claims 7-9. (Cancelled)

10. (Currently amended) A frame structure for an automobile seat, comprising:
a frame to be vertically movably mounted on a vehicle floor;
a lifter for adjusting a height of said frame; and
a suspension unit for absorbing vibration inputted to said frame;
wherein said lifter is integrally formed with said suspension unit;
wherein said lifter comprises a torsion bar, and a first user-operable adjuster mechanism operably coupled to said torsion bar such that operation of said first user-operable adjuster mechanism causes twisting of said torsion bar, and a second user-operable adjuster mechanism operably coupled to said torsion bar such that operation of said second user-operable adjuster mechanism causes twisting of said torsion bar; and
wherein said torsion bar is operably coupled with said frame to apply a lifting force to said frame, and such that twisting of said torsion bar causes change in a lifting force applied to said frame by said torsion bar;
wherein said first and second user-operable adjuster mechanisms are independently operable; and
wherein said first and second user-operable adjuster mechanisms are operably coupled to said torsion bar so that operation of said first user-operable adjuster mechanism and operation of said second user-operable independently cause twisting of said torsion bar.

11. (Previously presented) The frame structure for the automobile seat according to claim 10, wherein said lifter comprises a lifter operating mechanism, a first link mechanism connected between said lifter operating mechanism and a front end portion of said frame so as to adjust a height of said front end portion of said frame upon operation of said lifter operating mechanism, and a second link mechanism connected between said lifter operating mechanism and a rear end

portion of said frame so as to adjust a height of said rear end portion of said frame upon operation of said lifter operating mechanism.

12. **(Previously presented)** The frame structure for the automobile seat according to claim 11, wherein said second link mechanism is connected between said lifter operating mechanism and said rear end portion of said frame via said first link mechanism.

13. **(Previously presented)** The frame structure for the automobile seat according to claim 10, wherein the suspension unit comprises a magnet unit having a movable magnet and stationary magnets.

14. **(Previously presented)** The frame structure for the automobile seat according to claim 10, wherein the suspension unit comprises a magnetic fluid damper.

15. **(New)** The frame structure for the automobile seat according to claim 10, wherein
said torsion bar has first and second opposite end portions;
said first user-operable mechanism is operably coupled to said torsion bar so as to cause twisting at said first end portion of said torsion bar; and
said second user-operable mechanism is operably coupled to said torsion bar so as to cause twisting at said second end portion of said torsion bar.